

UNITED STATES COAST GUARD
LORAN-A TECHNICAL ASSISTANCE DETAIL, MANILA

BACKGROUND. LORAN, an acronym formed from Long Range Aid to Navigation is an electronic system operating in the 1.7 - 1.9 Mhz range which provides all weather, precise, long range (approximately 1200 miles) navigation capability by measuring the time difference between pulsed signals.

The Philippine Loran System consists of five stations which provide precise (within 1% of the distance of the receivers from the stations) all weather navigation capability in the Philippine Sea and South China Sea. Major vessels and larger aircraft transiting these areas use loran. Loran is used to update other navigation systems. A skilled navigator can obtain a fix in approximately 30 seconds. The Loran-A receiver is relatively inexpensive (some being available for \$250) and are expected to become even more so. There is no bar to use of the system by any nation. Loran station personnel are tasked to guarantee the integrity of the signals.

Coast Guard Section, Philippines was established in 1946 under the control of the Commander, Fourteenth Coast Guard District to direct and coordinate functions within the geographical limits of the Section. This included the operation of loran stations located at Batanes Island, Naulo Point on Luzon, Talampulan Island in northern Palawan, Tarumpitao Point on southern Palawan, and Catanduanes on Little Panay Island. To this end, the Section Commander exercised operational and military jurisdiction over the subordinate commands within the Section, administrative control, responsibility for logistic support, military readiness, liaison with other agencies, and such public information services as directed. The Coast Guard Air Station, with Grumman Albatross HU-16 aircraft provided air logistic support to the Section units and functioned as a supply and receiving depot.

In April, 1971, the U. S. Coast Guard Loran Stations were turned over to the Government of the Philippines in accordance with the United States/Government of the Philippines Memorandum of Agreement dated 10 October 1970. The U. S. Coast Guard Air Station was disestablished, and the HU-16's were turned over to the Government of the Philippines for use by the Philippine Air Force. It was understood, but not documented, that one of these

departing the Philippines while on emergency leave. Processing consists of endorsement of orders and insuring passport and visa requirements are met. A total of 50 personnel were processed during 1972 and 51 in 1973. The one problem area specifically associated with emergency leave is personnel arriving without funded orders as required by the Coast Guard Personnel Manual. These cases are few, however, much time is wasted while awaiting cost accounting information from member's parent command.

Regular Leave. No figures are available on the number of Coast Guard personnel visiting the Philippines on regular leave, as reporting to the Detail office for briefing is not a servicewide requirement. Twelve personnel in 1972 and four in 1973 were returned to parent commands as unauthorized absentees, their regular leave having expired. Lack of individual and command attention seem to be the cause of the problem with regular leave - lack of funds for return to parent command prior to expiration of leave. Most personnel do not check in for space available transportation until about one week prior to expiration of leave. An estimate would be that two of three persons on leave request an extension of their leave due to lack of funds for commercial return and failure to check in for space available transportation in a timely manner. The inception of martial law has posed no problem for Coast Guard personnel on leave who have complied with all pertinent instructions. Departure clearances are no longer required for Philippine citizens who are members of the United States military on active duty or their immediate dependents.

Separations. Since 1 January 1972, this office has processed seven discharges from the service. Current policy of the Coast Guard is to transfer Filipino Coast Guardsmen to this office just prior to their expiration of enlistment for discharge.

Processing of Filipino Enlistees. The Chief Yeoman assigned has been designated as Coast Guard Representative at Navy Recruiting Detachment, Subic Bay. This is a collateral duty. Enlistments since 1 January 1972 were:

<u>Quota</u>	<u>Enlisted</u>	<u>Date</u>
10	10	31 January 1972
5	5	22 May 1972
5	5	25 September 1972
5	4	6 November 1972
5	5	19 March 1973
<u>30</u>	<u>29</u>	

Although no guidance has been received as to the future of this program, as can be seen from the above, no quotas have been received since March, 1973.

Overseas Marriages. The Coast Guard Personnel Manual outlines current Coast Guard policy regarding overseas marriages. In part, Coast Guard personnel, prior to marriage to a Philippine national in the Philippines, are required to obtain approval from:

a. Senior Area Commander. In this case, Commander U. S. Naval Forces, Philippines. Approval for marriage is a somewhat lengthy process. Forty-five days would be considered a minimum for approval after submission of completed application.

b. Senior Coast Guard Unit Commander in the Area. It is noted Coast Guardsmen who are Philippine nationals are not required to obtain approval as listed above, however, all Coast Guardsmen are required to obtain approval from Senior Coast Guard Officer, Philippines.